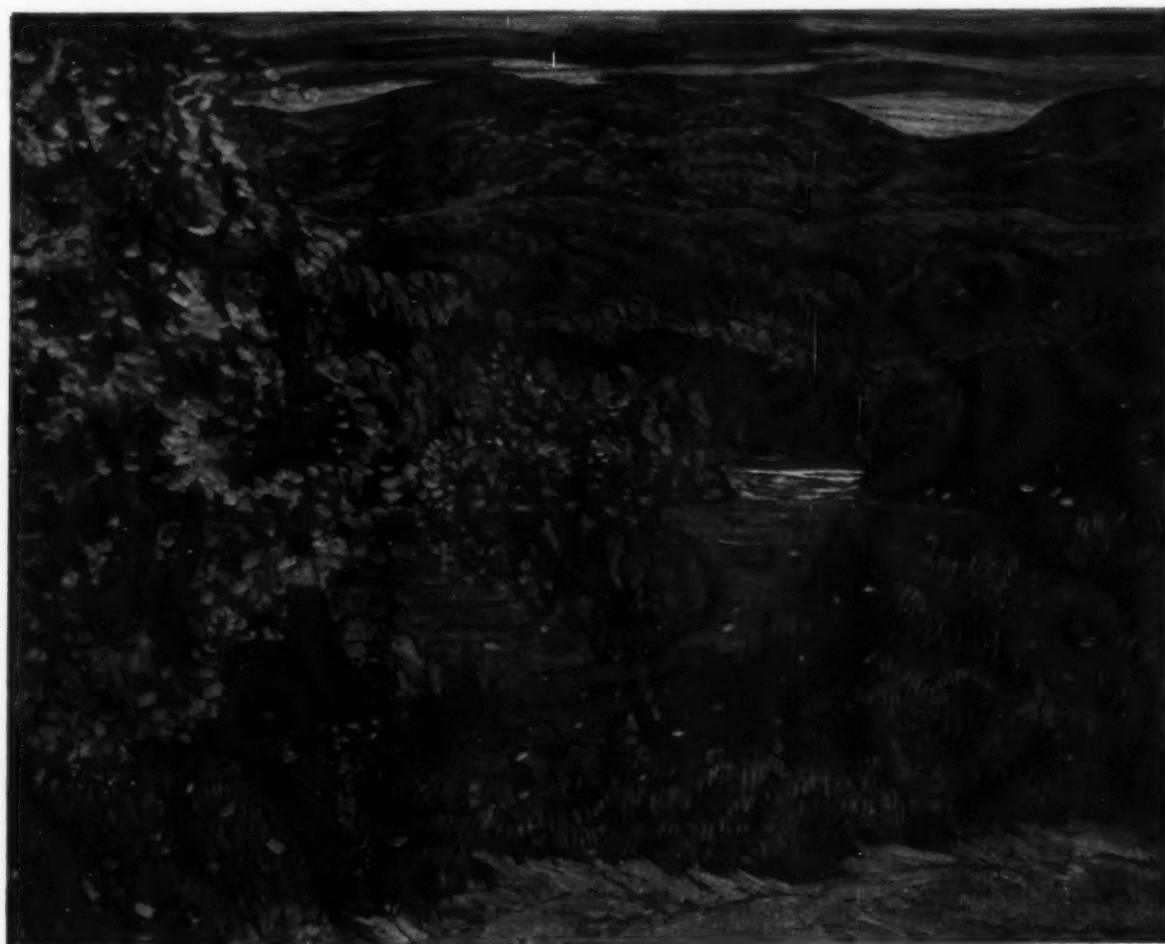


# CANADIAN GEOGRAPHICAL JOURNAL

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UNIVERSITY  
OF MICHIGAN  
OCT 31 1958  
PERIODICAL  
READING ROOM



*Autumn in Algoma*

J. E. H. MACDONALD

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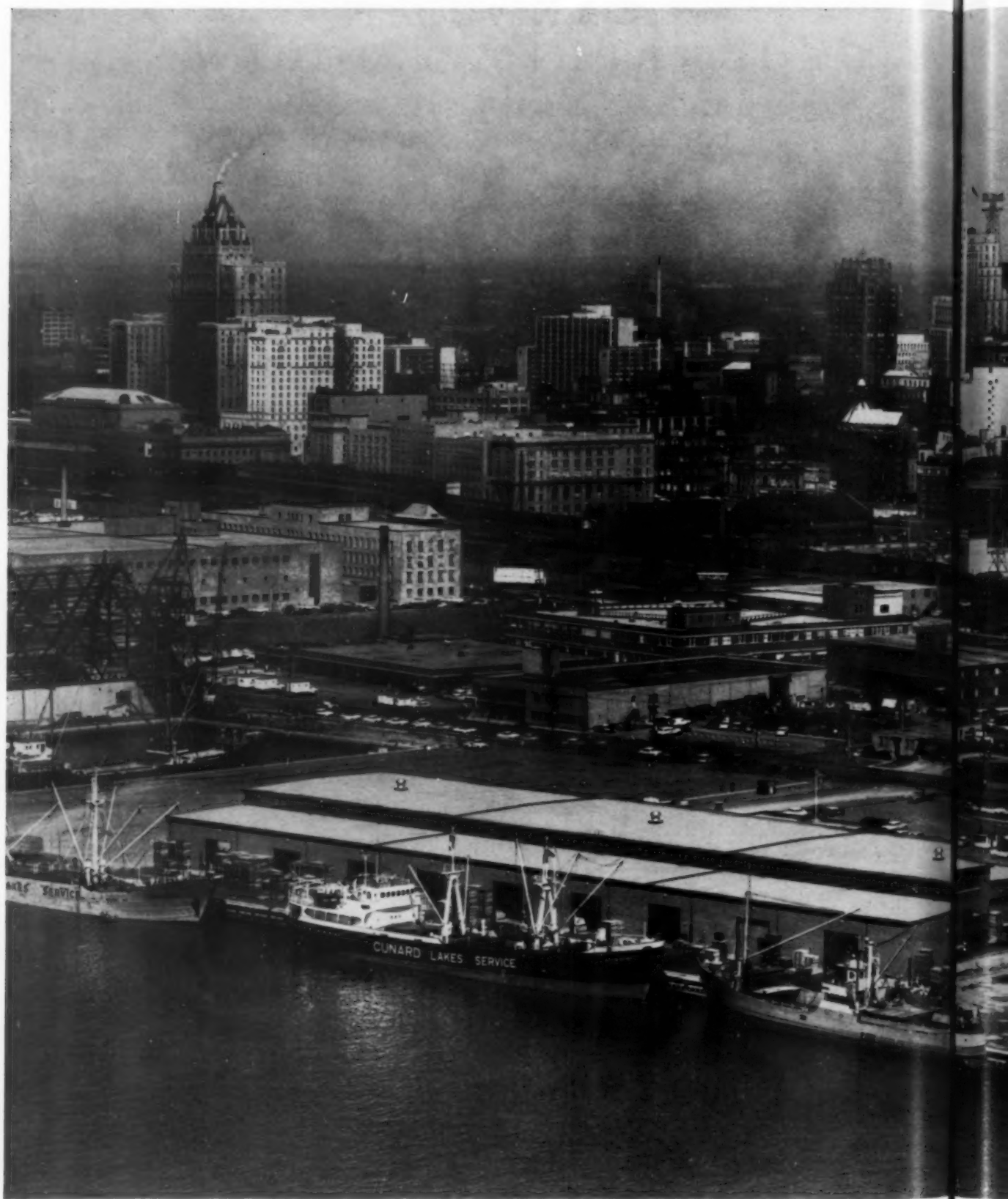
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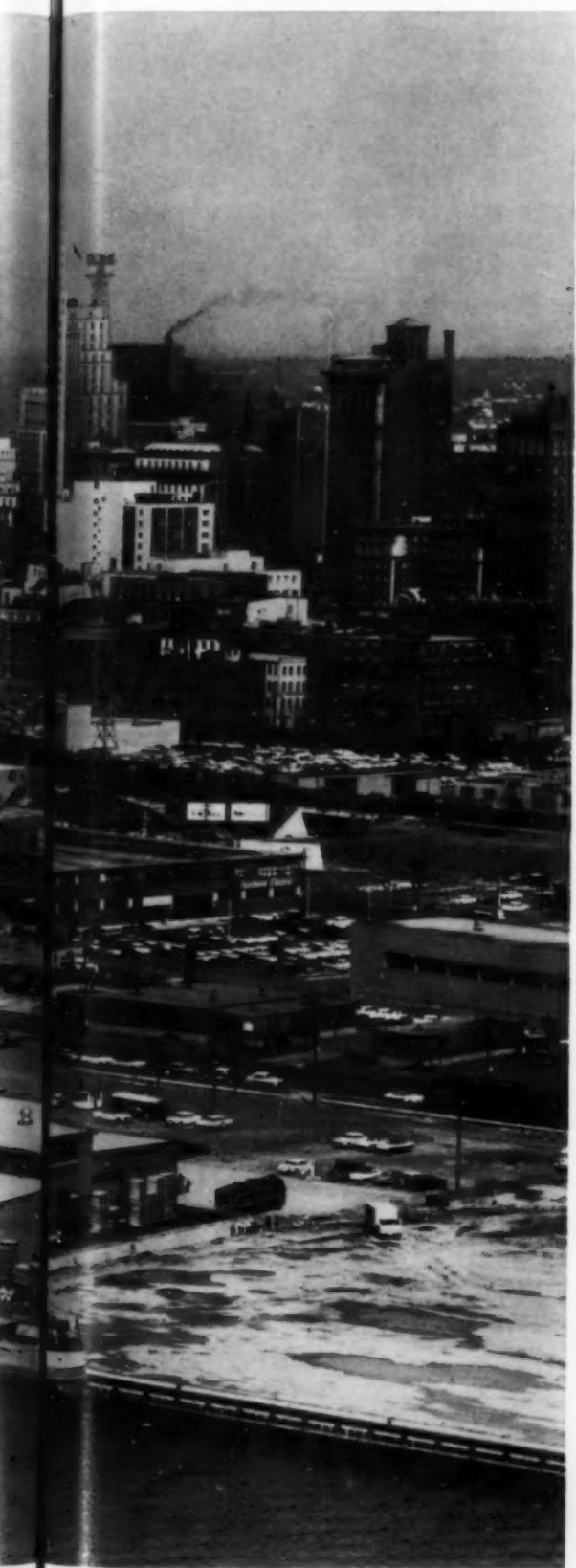
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*Aerial view of the Toronto business section with Toronto Harbour's new, modern Terminal in foreground suggest international aspect of the port.*





## ***Via the Port of Toronto***

*by* B. J. McGUIRE

**P**OPULAR WITH THE men responsible for the maintenance and operation of the Toronto Harbour is a story concerning the harbour official from a famous European shipping centre who looked across from Centre Island at the 12 miles of Port of Toronto berthage and remarked, "A wonderful harbour, but where is the port?"

It is not difficult to understand why visitors familiar with the world's older ports may be somewhat surprised by a first impression of the Port of Toronto. In the opinion of shipping authorities, Toronto ranks among the world's finest harbours and ports. But missing here — in terms of traditional ports — are the architectural oddments which characterize the water front where ports have built steadily and grown slowly through the centuries. Toronto is a 20th century port with an architectural atmosphere that harmonizes with the back drop of the city. An independent panel of architects, to which all development plans are submitted, assures that it will continue its growth in this manner.

A strictly modern architectural plan alone does not enable the port to play its distinctive role in the economic development and progress of Toronto, Ontario and Canada. This comes from the efficiency of its operation and administration, together with the scope of its facilities. Through this port in 1957 moved 5,247,000 tons of cargo — a slight decline from the previous year but still a 20-fold increase in a 35-year period. More than 2,000 ships moved in and out of the harbour last year. This, in the opinion of the Toronto Harbour Commission, is but a trickle compared to the expected flow of overseas ships when the St. Lawrence Seaway is completed.

The Port of Toronto did not quite duplicate the legendary feat of Pallas Athene who sprang fully armed from the head of Zeus but in actual fact it has emerged as a first class 20th

*Right:—Foreign registry ship unloading at the Port of Toronto. More than a thousand entrances and clearances of overseas vessels were recorded in 1957.*

century port with astonishing rapidity. Time and circumstances created the conditions which made it possible; energy, optimism and accurate forward planning made it a reality. Stagnation is only a mildly descriptive term for the progress of the port in the late 1800s. Suffering from the administrative sins inherent in divided and ill-defined authority and responsibility, the port literally slumbered until the formation of the present Harbour Authority under the Toronto Harbour Commissioners Act of 1911.

This act provided for the appointment of five commissioners. Three are appointed by council to represent the City of Toronto; and two by the Federal Government. One of the two Federal Government appointees is named on the recommendation of the Toronto Board of Trade. Vested in this body by the act is the power to expropriate the land to ensure the proper development of the port, a power the commissioners exercise with discretion. In addition, it has the power to issue bonds to secure the necessary finances. These bonds are guaranteed by the City of Toronto as to principal and interest — a circumstance which explains the authority of the city in the matter of appointing the majority of Commissioners.

The new Harbour Commission brought to bear on the development of the port the characteristics of youth and vision. The St.

Lawrence Seaway project was still more than half a century away, but in the minds of the new commissioners it was a near-certainty. The Toronto Harbour was designed and built to accommodate large ocean-going ships in early anticipation of the Seaway. Construction of piers provided for future dredging to 30 feet without endangering the foundations. Today, with the Seaway only a few months from reality, Toronto has a harbour fully equipped to handle trade from the big ocean ships which will soon be plying this water-way. The costly renovations and modifications which must be undertaken by other harbours to accommodate this trade have been largely eliminated in Toronto, and the harbour is entering a new and significant period in Canadian history as a youthful, up-to-date organization of services and facilities.

Toronto Harbour first moved into the orbit of modern history on a November afternoon in 1678 when a Seneca Indian observed what he believed to be a "flying otter" in the waters of the bay. What he had seen was the first sailing vessel ever to visit the western end of Lake Ontario. The Seneca, who bore the appropriate name of "Sharpeye" hastened into the hinterland to tell his friends about the unusual developments in the bay of the "meeting place" which was expressed in their language by the word Toronto.





Today it is not unusual for representatives of the Trade Development Department of the Toronto Harbour Commission to call on business friends in the hinterland of Ontario to tell them about the interesting developments along the Toronto Harbour. This story has considerable significance, both for the port and the businessman; the economic interests of port and businessmen are not only inter-related but also, in many ways, inter-dependent.

The relation of an active and efficient port to the business community can best be gauged by a declaration made a few years ago, after long study, by the American Association of Port Authorities: "Every ton of cargo moving over docks saves the consumer a minimum of 50 cents per ton." It is not difficult to relate these figures to the Canadian economy nor is it unreasonable to assume that the minimum

figure of 50 cents per ton is low by today's standards. Against the background of cargo movements in excess of 5,000,000 tons annually, the Port of Toronto has considerable economic significance in the life of businessmen and consumers.

Several factors have contributed to the unusual pattern of growth experienced by the Port of Toronto: the natural geographic advantages of the location; the economic strength of Toronto and the area behind it; and the manner in which the Harbour Commission has developed and administered its facilities to take full advantage of these conditions.

Nature, with an assist from engineers, contributed one of the elements essential to the success of any port — shelter. The Niagara River, thundering out of the gorge at the south side of Lake Ontario, creates a current which flows against the northern shore of the lake,

*Left:—Aerial view of the Toronto Harbour looking west towards the western channel. Marine Terminal No. 11 with overseas vessels alongside is at right.*



east of Toronto. Here the current divides and a drift moves east-to-west past the sandy bluffs of Scarborough, carrying with it a heavy sediment of sand. Over the centuries this sand has been deposited to form a chain of islands, two and one-half miles long and half a mile wide at the widest point. Sheltered behind this land mass is Toronto Bay and along this bay the Commission has developed a 12-mile expanse of berthage, terminals, docks and dock-side facilities. Under the jurisdiction of the Commission falls more than 90% of the water front of the old City of Toronto. Two channels, the Western Channel and the Eastern Channel, provide access to this large harbour, where more than 60 piers are available to receive ships. The property under the jurisdiction of the Commission amounts to approximately 2,000 acres; of this more than 1,400 acres is land created by the Commission. Last year an additional 17 acres was added by the use of dump fill.

Behind the Toronto Harbour lies the economic strength of Toronto and much of Central Canada. This economic strength is indicated by the facts that:

Within a radius of 100 miles of Toronto is concentrated more than 30% of the purchasing power of the entire Canadian market.

44% of the nation's buying power is in Ontario.

In relation to the nation's purchasing power, Toronto is the most central city; 50% lies to the west and 50% to the east.

Distribution costs to the entire Canadian market are, on the whole, cheaper from Toronto than any other single point in Canada.

One-half of all manufacturers engaged in export trade in Ontario are situated in Toronto, and Ontario leads all provinces in the number and production capacity of enterprises manufacturing for export.

More than 3,000 public carrier trucks operate from Toronto to various outside points.

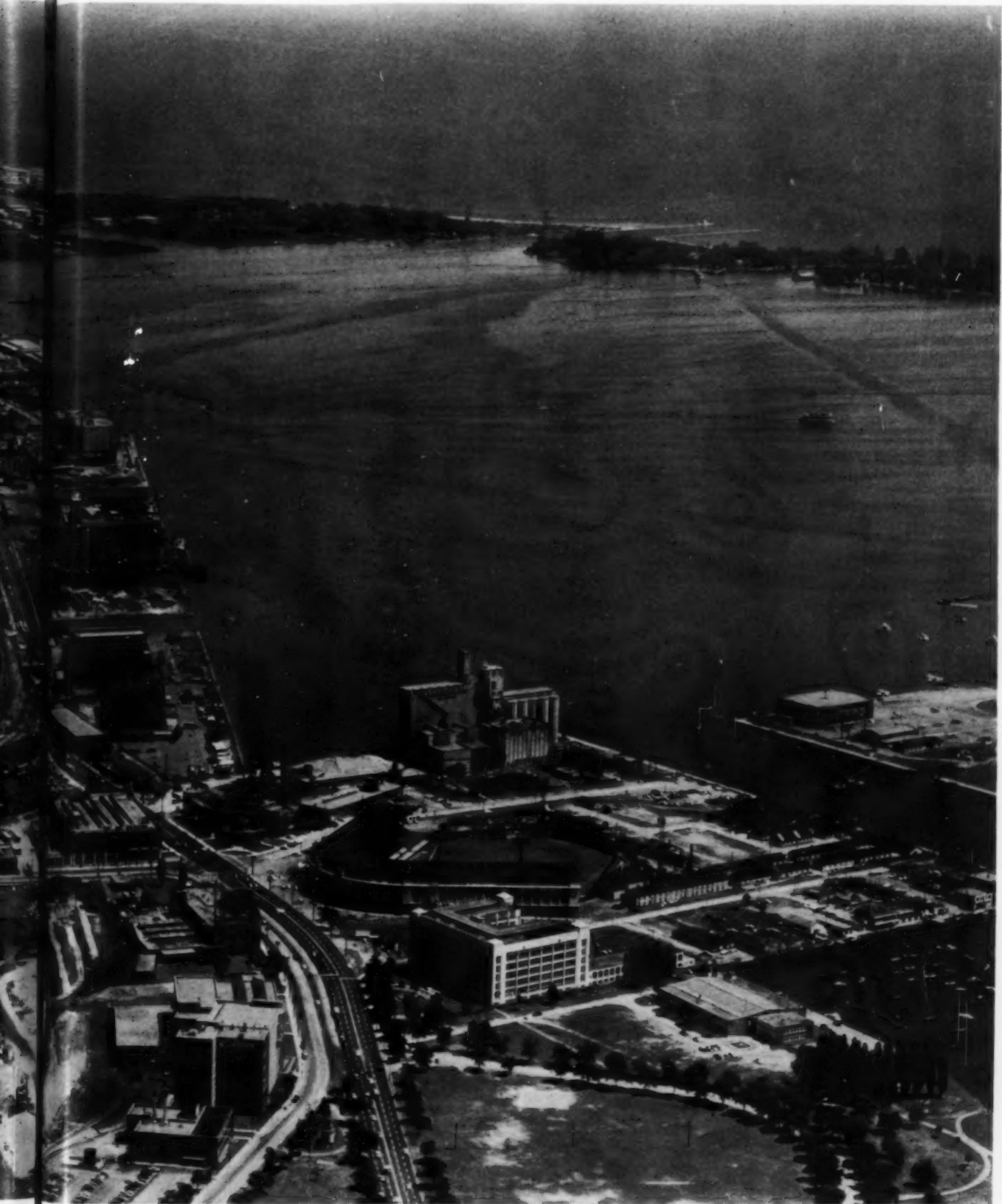
Freight and passenger trains arriving in Toronto daily or departing from it total more than 300. The system of pool cars operating from Toronto is among the reasons why



The coordination between road, rail, air and the T  
Railway yards are shown on the left. Crowds



VIA THE PORT OF TORONTO



air and the Toronto Harbour is demonstrated in this view of the harbour looking east from the western channel. Crowds between yards and the port. On the right, across the western channel, is the Toronto Island Airport.

distribution can be made from this centre at considerable saving in freight costs.

Direct air transport to cities in Canada and abroad is based in Toronto.

The work undertaken to enable the Port of Toronto to contribute to the phenomenal economic growth of the area and to participate in it touched every phase of water front development — including the reclamation of land for park and recreational purposes. In this latter phase of effort it was blazing a trail on this continent; Toronto was the first city in North America to combine in its plan of harbour development, park and recreational features with harbour improvements and industrial and commercial development. Eighty-one acres of parkland have been dedicated to the city while 20 acres have been retained by the Commission.

The Harbour is well equipped with facilities necessary for rapid and economic discharge and loading of cargoes of all types. Self-

unloaders discharge their cargoes of 10,000 to 14,000 tons and clear for another cargo within 10 hours. Because it costs \$2,000 to \$3,000 a day to operate a modern freighter, speed of discharging and loading cargo receives constant attention. Stevedoring companies emphasize the need for speed in special training classes for long-shore-men. As a result, and in spite of the seasonal nature of operations, the port meets all modern standards in the matter of time required to unload and load vessels.

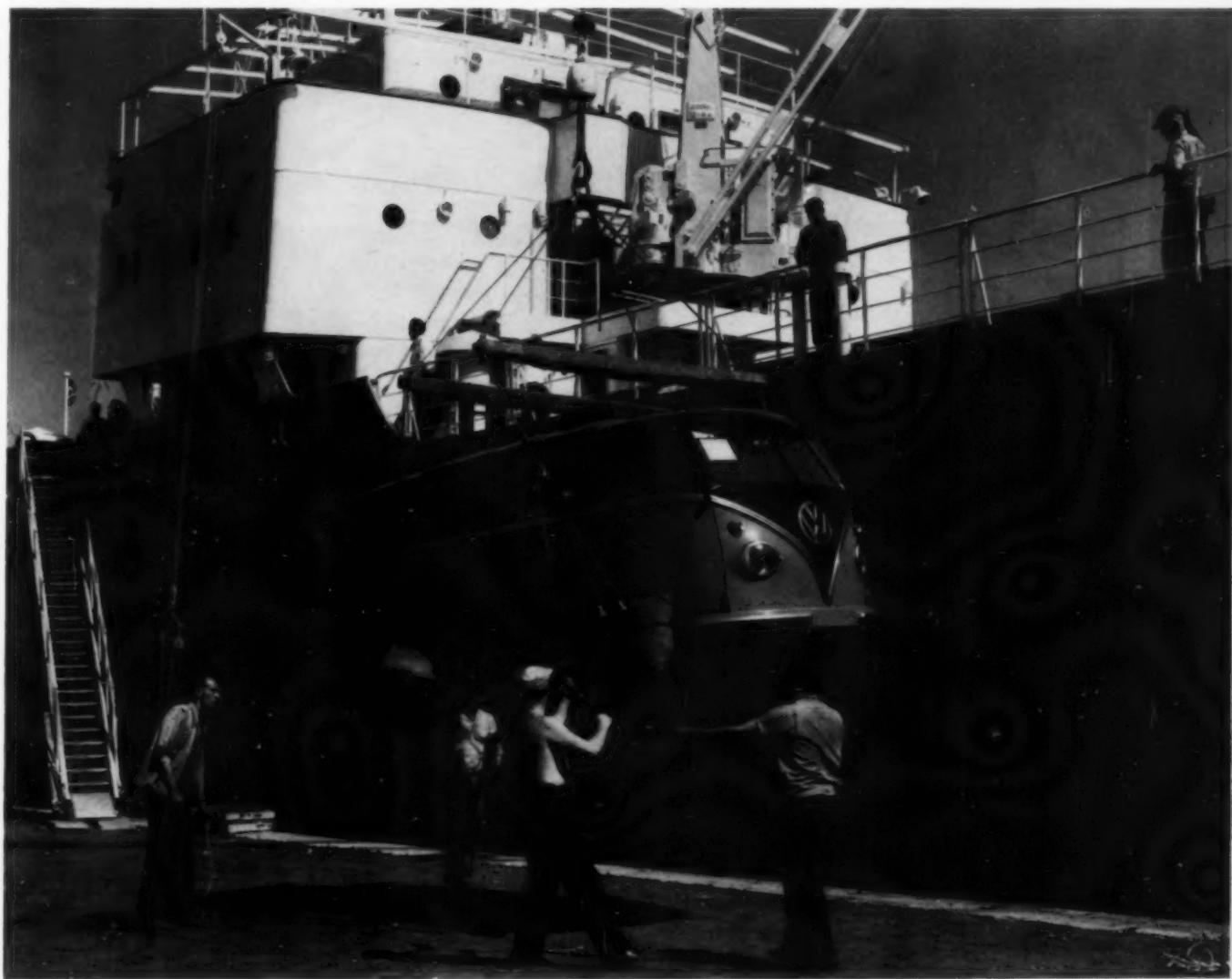
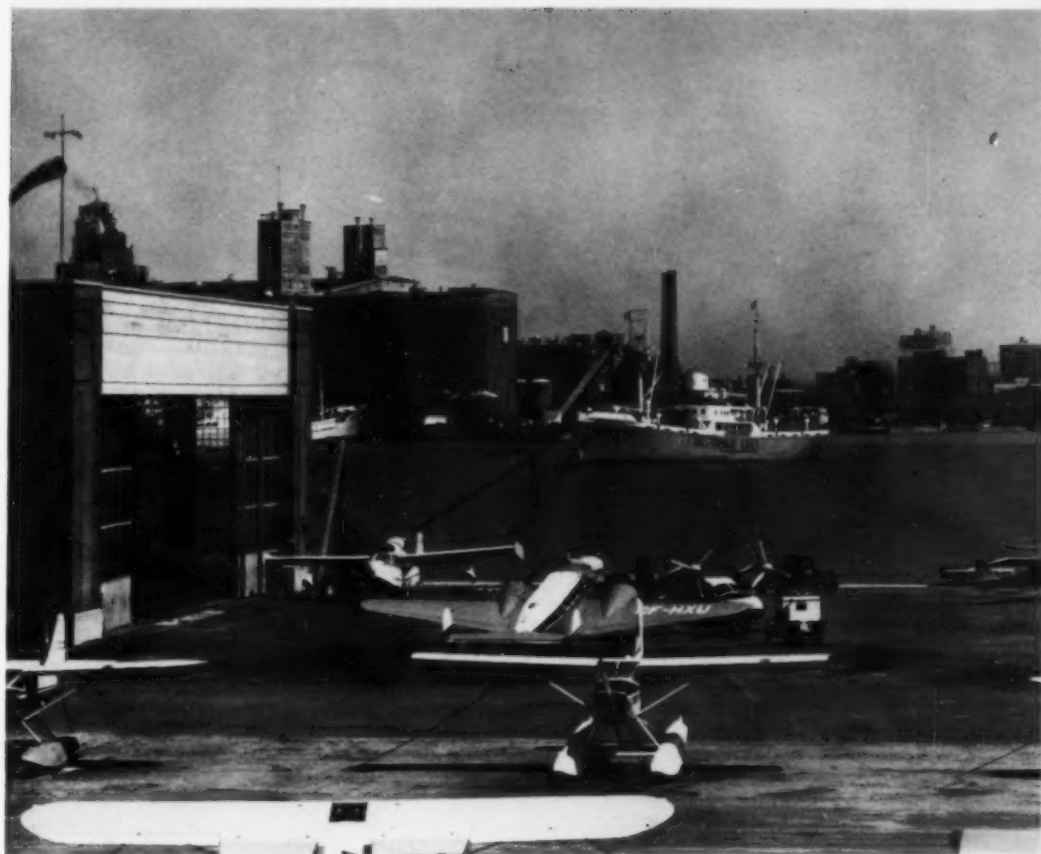
A number of steps were necessary to speed up the handling of shipments through the port. One of these involved the time required for customs clearance; in the early days this time factor was irritatingly long. This problem was overcome through the co-operation of the Commission and the Customs Department with the construction of an examining room in the terminal to which freight could be moved for examination and appraisal instead of having it trucked up-town to the customs' warehouse.



*Right:—Toronto Island Airport is just a few hundred yards and a few minutes from downtown Toronto.*

*Bottom left:—Canadian Bank of Commerce Building overlooks busy dockside at Toronto Harbour.*

*Below:—The popularity of European cars has resulted in increased traffic from overseas ships at the Port of Toronto.*







*New combination dredge and marine lift, commissioned in 1958, can handle up to 50 tons.*



*Barrels of fish being loaded on very tight clearance space.*

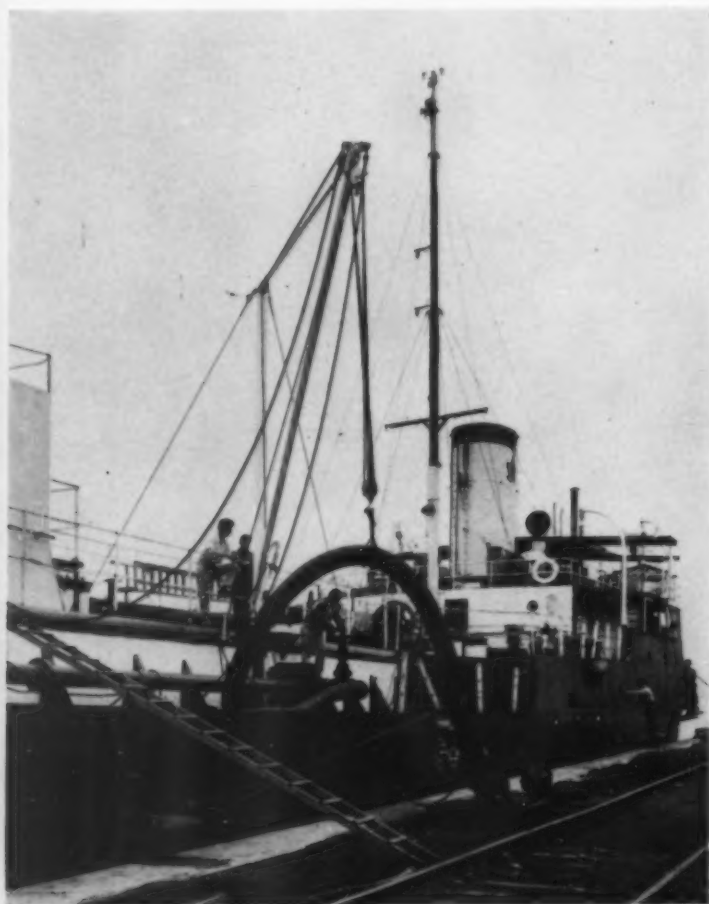
At the time this examination room was believed to be the first of its kind in Canada. Results have been so satisfactory, both from the point of view of the Commission, the Harbour, the consignees and the customs officers that the system has attracted attention and admiration from other ports in and beyond Canada.

Another retarding factor in the handling of

ocean freight through lake freight terminals was eliminated when it became apparent that the dockside aprons which were designed and entirely satisfactory for handling goods from side-hatch loading ships, were too narrow for top-hatch operations. The overhanging roof, a useful form of weather protection to cargo being moved onto or off a laker, fouled the tackle of ocean freighters causing delays and annoyance in the handling of freight.

This particular problem has been eliminated in the new Marine Terminal at the foot of Yonge Street. Designed with ocean-going ships in mind it has dockside aprons of 35 feet together with flush front on the building itself. These two changes have taken hours off the time required to load and unload ocean-going vessels. Another device installed by the Harbour Commission to facilitate the movement of goods is a recently acquired marine derrick for "heavy lift" freight. Most cargo is discharged by the ship's own gear. Occasionally these ships carry articles of a weight which exceeds the capacity of even the modern ships' winches. In such cases the marine derrick is available and capable of handling lifts up to 50 tons — a weight frequently attained by various items of machinery and contractors' equipment.

This concentrated effort to speed up the movement of cargo through the port has borne fruit. Shipments of glass, tomato paste, wearing



*Oil being discharged from a tanker in the Port of Toronto. Oil is an important cargo in this port.*





ded on every to consignee. Rapid customs  
ance speed from overseas.



Fast-loading spout at Toronto elevators reduces turn-around time of  
grain carriers. Ocean-going ships also use these facilities.

apparel and hardware have been cleared and moved from the warehouse on the same day of discharge from the vessel. In addition to the usefulness of this speed to the merchants, it has practically eliminated problems generated by misplaced shipments and similar annoyances. To the ship operators it is equally important — reducing turning time by a considerable amount.

The central section of the Toronto Harbour has been set aside for package freight terminals. The Marine Terminal Number 11 at the foot of Yonge Street was the first long-range project for this purpose but it has become apparent with the coming of the St. Lawrence Seaway that additional facilities would be required for the greater business the port expects. Supplementing Terminal Number 11 is a new million-dollar structure, Terminal 15, on a new 26-acre dock site situated between Jarvis Street and Parliament Street.

Some five city blocks in length, this dock was created by the Commission using dump fill,

much of which came from the down-town construction projects, including the transit tunnel. The 3,300-foot retaining wall was completed by the Federal Government at a cost of almost \$1,500,000.

It is of more than passing significance in terms of the harbour's future that when Marine Terminal No. 15 was opened in May 1958, it was announced that construction of a second new terminal was to be started immediately.

If it is to be assumed that the construction of the second marine terminal on this site is

*Coal is an important commodity in the Toronto Harbour. Vessel here is discharging coal at dock in eastern section of the port.*



step number two in the present harbour program, step three will be the dredging required to provide the necessary 27-foot draught for the larger and numerous vessels anticipated with the opening of the Seaway. This work is now proceeding and is scheduled for completion before the opening of navigation in 1959. But the planning does not end there. Plans are proceeding for the building of an additional 12 miles of berthage — thus bringing the Toronto Harbour's total to 24 miles — an impressive amount in any port. Approximately 1,400 acres of dock property will be created by this program which will unfold in stages as conditions require. The new development will take place in the lake to the east of the Eastern Channel and, like existing facilities, all additional berthage will be protected waterways with a land mass between the waterway and the open lake.

#### *Toronto Harbour Police*

One aspect of the Toronto Harbour's work which comes more to the notice of the public

than the shipment of goods in and out of the port is the Toronto Harbour Police Service. This service is operated by the Toronto Harbour Commission at the expense of the City of Toronto, the city being reimbursed by Metropolitan Toronto where the expense is applicable. In addition to its police functions this service has achieved an impressive record in the service of humanity. Aided by an 84-foot observation tower on the water front, an establishment of more than 30 men maintains the security of the harbour. In summer this total is multiplied by the life-guards on beaches and city pools, a service administered by the Commission.

Perhaps the best indication of the achievement of the Harbour Police is found in the statistics below, taken from the Commission's 1957 annual report.

Pollution of the water front also comes under the scrutiny of the police. In this connection it is interesting to record increased co-operation with regulations since an aircraft spotting service was introduced in 1957.

#### COMPARATIVE SUMMARY

	1954	1955	1956	1957
Total number of calls . . . . .	1,527	1,354	1,535	1,092
Persons rescued . . . . .	399	259	208	212
First Aid rendered — Beaches . . . . .	725	810	443	961
Resuscitations . . . . .	2	18	12	3
Drowning fatalities:				
Inside City Limits — Accidental . . . . .	13	13	7	6
Cause doubtful . . . . .	0	2	2	4
Outside City Limits — Accidental . . . . .	0	3	1	5
Cause doubtful . . . . .	0	0	0	1
Fatalities other than drowning . . . . .	0	2	2	2
Floating bodies recovered:				
Inside City Limits . . . . .	14	14	5	5
Outside City Limits . . . . .	4	2	0	1
Patrols by power boats . . . . .	2,967	3,360	3,783	5,208
Lost and stolen property recovered . . . . .	70	60	35	38
Infringement of by-laws:				
Convictions . . . . .	49	63	45	40
Dismissals . . . . .	2	3	0	1
Withdrawals . . . . .	3	4	1	0
Suspended Sentences . . . . .	0	0	2	0
Fines . . . . .	\$520.00	\$750.00	\$580.00	\$400.00



*Toronto Harbour Police on routine patrol of water front. Police have impressive record of rescues.*



*In take-offs and landings, Toronto Island Airport ranks with the top ten in Canada. Airport is administered by the Toronto Harbour Commission. Scheduled airlines, commercial and executive planes and private planes all use this convenient port.*

#### *Airport*

An integral part of the Toronto Harbour Commission's work and an aspect which is growing rapidly in importance is the management and operation of the Toronto Island Airport. Although extraneous circumstances caused the airport to deviate from its original intention of becoming Toronto's major airport, it remains among the top ten airports in the country, measured by take-offs and landings.

The true effectiveness of the airport has been realized only in recent years. The port is located a stone's throw from down-town Toronto, separated from the city by the Western Gap and serviced by a ferry. Significantly, records indicate that fog is no more a problem

here than at Malton. The control tower is staffed by Department of Transport personnel and their figures for 1957 show a total of 144,920 landings and take-offs. The greatest portion of these figures comes from the local civil landings and take-offs which last year numbered 114,407. Itinerant civil and military planes accounted for 29,403. Scheduled air carriers numbered 903. General take-offs and landings were up 40% in the first nine months of 1958.

Traffic on the island reflects the increased use of the airport by executive and commercial planes. In addition, it reflects the development of feeder lines from Welland, St. Catharines, Brantford and Kitchener-Waterloo. With the increasing importance of the airport has come

*Recently-built freighter for the transport of general cargo, grain and ore, is modern in every respect.*







*A sea of pipes imported from the United Kingdom for Trans-Canada Pipeline accumulates on dockside to be picked up by motor transport.*



*Grain ships winter in Port of Toronto about twelve years ago.*

an increasing amount of international traffic. In 1957, there were 1,718 movements of planes between this port and the United States alone. Customs and immigration officers handled 2,903 passengers and crew members. A company based on the island is one of Canada's leading training centres for student pilots. In 1957, 111 students were graduated from this particular flying school and in addition, 30 pilots obtained commercial licenses.

The growing importance of the airport on Toronto Island is indicated by the flurry of reclamation of land in the area and the construction of a new 4,000-foot runway, long enough to accommodate most large planes.



Anticipation of increased cargoes through the Port of Toronto with the opening of the St. Lawrence Seaway in 1959 is shared in many parts of the world. In the last few years many shipping companies have taken the necessary measures to establish themselves in direct, overseas runs. In 1936 ocean-going vessels of only two lines were active around Toronto. Early this year, the general manager of the port, E. B. Griffith, was able to report to the Commissioners that 24 overseas shipping lines were engaged in this service in 1957. The 131 ships of these lines made a total of 1,046 entrances and clearances. Overseas imports came from 65 ports in 20 different countries and exports via Port of Toronto went to 58 ports in 23 countries. Progress towards the two-way trade essential to port development was reflected in the closing gap between imports and exports which, last year, were in the proportion of three to four.

Shipping season in the Port of Toronto is limited only by ice conditions in the St. Lawrence and in the Welland Canal. For practical purposes the port could remain open all winter. Port authorities point out that ice-breakers can take care of the ice in the bay, and around the dock areas the bubbler system developed by Atlas Copco in Sweden could provide any further assistance required. As a consequence, the prospect of year-round opera-

*Twelve miles of land-sheltered berthage will eventually be available along this new land being created at eastern end of port.*





Port of Toronto aboard. Port could be used twelve years.



General cargo in Marine Terminal No. 11 awaits delivery. Terminal is designed for imported materials, handling and control.

tions of the Seaway route raises no problems in Toronto. Granted that this prospect is well hidden in the mists of the future — but then so was the completion of the Seaway when the Commissioners began to make their first provision for it almost half a century ago.

In assessing the possible impact of the Seaway on the future of the port, officers of the organization like to point from their windows to one piece of evidence that is significant and tangible. On the dockside, a short distance to the east of the Harbour Commission Building, the nerve centre of the port, a new industry is taking shape. Here the Canada and Dominion Sugar Company Limited has established a new \$13,500,000 refinery which received its first shipment of raw sugar from the Caribbean in the autumn of 1958. Original plans of the company were to extend its Montreal refinery and build warehouse space in Toronto. With the announcement of the Seaway program, plans were immediately changed and the refinery erected in Toronto — indicative of the manner in which the Seaway can swing the economic balance towards the Port of Toronto.

"Access to the world markets by means of cheap transportation," says W. H. Bosley, O.B.E., long-time chairman of the Toronto Harbour Commissioners, "will place Canada as a whole and Ontario particularly, in an advantageous position as traders."

*Captain of the season's first overseas vessel into the port receives despatch case from THC Chairman, W. H. Bosley, O.B.E.*

In recent years Canada has moved with giant strides into a prominent position among the trading nations of the world. Her success has merely stimulated an appetite for further achievement in this direction. The St. Lawrence Seaway will bring the sea-going world to the shores of Lake Ontario where the Port of Toronto, with plans nourished and matured over almost half a century, is anxious and able to receive it. Already the port has made significant contributions to the progress of the area; the contributions will be increased in the future. And, it might be added, at no cost to the taxpayer. For more than six years the port has been self-supporting from its own revenues.





## Picturesque Belgium

Belgium Government photographs



*Above:—*

*A view of the port of Antwerp, twenty-three miles north of Brussels on the right bank of the Schelde River. It is one of the finest harbours in Europe. Antwerp is a centre for the import and export trade and industry. As early as the thirteenth century it was one of the most important commercial and financial cities on the continent.*

*Belgium, with an area of 11,779 square miles, is one of Europe's smallest countries, but within its borders there is much to attract the foreigner. In 1958 many visitors are expected to attend the World's Fair at Brussels. Probably a large number will take the opportunity to see more of the country. The town hall place at Spa, a watering place in eastern Belgium.*

*The quayside at Liège. This very old city stands at the junction of the Meuse and Ourthe Rivers in eastern Belgium in the centre of an industrial and coal mining region. It dates back to the sixth century and during the Middle Ages was a centre of learning.*



*The bridge and citadel at Jambes, a suburb of Namur in the south of Belgium. Here the principal industry is a glassworks. The region has often been the scene of conflict — the most recent occasion being the Second World War.*







*Close to the French border, near the north-west coast in West Flanders, lies the town of Veurne. This is the town hall.*



*Brugge, not far from the Netherlands border in West Flanders, is sometimes called the "City of Bridges". It is built on canals connecting with Zeebrugge and Oostende on the North Sea. Lace, linen, cotton and woollen goods are manufactured here. The city dates back at least to the ninth century.*



*Although trade and economic activity are expanding and the country enjoys many of the amenities of modern life, there are many reminders of old days and ways. This old windmill, with latticed arms, is believed to date back to the fifteenth century.*



*An oil painting of the Mohawk chieftain Thayendanegea, known in history as Joseph Brant. This portrait was painted by Ezra Ames in 1806, a year before Brant's death.*

## **Brantford's Royal Chapel**

by MARCUS VAN STEEN

**N**EAR Brantford, Ontario, on the reservation of the Indian Confederacy of the Six Nations, there stands a simple frame church which bears on its notice-board the proud and unique title, "Her Majesty's Chapel of the Mohawks." On a plaque raised at the entrance to the church and unveiled 16 May 1958 by Ontario's Minister of Travel and Publicity, the Honourable Bryan Cathcart, it is stated that this is the oldest Protestant church in Ontario and has the status of a Chapel Royal, the only one outside the United Kingdom. However, this church has significance far

beyond these facts. It stands as a symbol of an important era in our history, when the future of British influence in North America often rested on the small but dependable rock of the Crown's alliance with the Iroquois.

Her Majesty's Chapel of the Mohawks was built at the order of King George III in 1785; but its history starts almost a century before that, when the Mohawks and their allied nations were living in the lush green plains of what is now the northern part of New York State. In 1708 the British authorities in New England were convinced that an alliance with

#### BRANTFORD'S ROYAL CHAPEL

the Iroquois Confederacy would help to counterbalance the power of France in the New World; and to promote this alliance five Iroquois leaders were invited to London. Queen Anne, who was justly noted for her piety, was impressed mainly by the fact that these chieftains and their people had little or no instruction in the Christian faith, and nowhere to worship. As a result, when Robert Hunter arrived as British governor in New York two years later, he carried with him the express order of his Queen to erect a chapel adjacent to the fort which was then being constructed at the junction of the Mohawk River and Schoharie Creek. The fort, which still stands, was called Fort Hunter in honour of the governor. But the chapel, dedicated in 1712, was called Queen Anne's Royal Chapel of the Mohawks, in recognition of Her Majesty's continued interest and support.

The good Queen certainly saw that it was one of the finest equipped chapels in her North American territories. Among the furnishings she sent to this remote outpost were seven pieces of beautiful silver constituting two communion services and one large alms dish; a communion tablecloth and two napkins of the

finest damask linen; prayer-books; Bibles; surplices; and four large tablets inscribed in raised letters of gold with the Lord's Prayer, the Apostles' Creed, and the Ten Commandments in the Mohawk language which is the common language of the confederacy. The Queen also sent an organ, the only instrument of its kind west of Albany for more than fifty years.

Nothing of this church remains today. During the American Revolution the Mohawks, under Thayendanegea, their great chieftain, who is known in our history by his English name of Joseph Brant, remained true to their alliance with the British Crown, and as a result they had to leave their ancestral lands and move northward to where the King's governor still held sway. Before leaving their homes for the northern wilderness, where new lands had been promised them and a new church, the Mohawk parishioners carefully stripped the Queen's chapel of its silver communion services, the altar furnishings, the Bibles and prayer-books, which they sealed in caskets and buried for safekeeping.

Meanwhile, in Canada, Governor Sir Frederick Haldimand was very conscious of the

*Each piece of the silver communion services bears the inscription: "The Gift of Her Majesty, Ann, by the Grace of God of Great Britain, France and Ireland and of Her Plantations in North America, Queen, to Her Indian Chappel of the Mohawks".*

Erskine Studio







Crown's responsibilities to its loyal Mohawk allies. "A church shall be built wherever the Mohawks shall settle, and a clergyman be established for them," he declared on 12 April 1784. And when Brant and his followers decided to make their new homes along the Grand River, we find Haldimand writing in November 1785: "A promise has been made that every assistance will be given to the new settlement at Grand River. A saw and grist mill, also a church and school, are to be built."

This promise was carried out in the spring of 1785, when Governor Haldimand gave the con-

*Her Majesty's Chapel of the Mohawks is the oldest Protestant church in Ontario and the only church outside the United Kingdom with the status of a Chapel Royal. To the left of the entrance hangs a bell bearing the royal arms of King George III and the date 1786.*

T. I. Silverthorne

tract for the building of the chapel to John Smith, a United Empire Loyalist and the first white settler at what is now Cainsville, two miles from Brantford. Unlike the first Mohawk Chapel, which was built of limestone, the new one was made of wood, which was cut in the neighbourhood of what is now Paris then floated about seven miles down the Grand River to the building site, where it was sawn and the clapboards were beaded by hand. To the completed church King George III sent his royal coat of arms, beautifully carved from one solid piece of oak, a treasured possession which now hangs on the wall behind the lectern. The new church was equipped with the first organ in Upper Canada, and was also the proud possessor of a bell, cast in London in 1786, bearing the arms of the House of Hanover showing that it was a gift from George III.

The chapel was dedicated in 1788 by the Reverend John Stuart, who had been missionary to the Mohawks at Fort Hunter and had followed his parishioners into exile. With more than 700 members of his flock reunited in a fine new Royal Chapel, this inaugural service became something of a thanksgiving celebration, made all the more splendid by the restoration of a part of their treasured altar furnishings. A party of braves had been sent back to the site of Fort Hunter to recover these articles. They found the communion service intact, and the Queen Anne Bible little the worse for having been buried for some fourteen years; but the gold-fringed linens, the lace, and the other materials were mouldered beyond recovery.

Meanwhile, the original Queen Anne Chapel itself was falling into decay. It was finally torn down in 1820 to make way for the Erie Canal, after having been relegated for more than a quarter of a century to serving as a shelter for sheep and cattle. The nearby parsonage, however, is still standing, with its quaint old windows set deep into the thick, limestone walls, and the date "1712" showing quite legibly over the door.

For many years, until a church was built in Brantford in 1833, the present Mohawk Chapel was the only Protestant church on the Grand River, and was attended by whites and Indians alike. Nevertheless, there was not always a

*On the north side of the chapel, an iron railing surrounds the tomb of Joseph Brant and his son. A second enclosure contains a memorial to E. Pauline Johnson, the Mohawk princess and poetess.*

T. I. Silverthorne



## BRANTFORD'S ROYAL CHAPEL

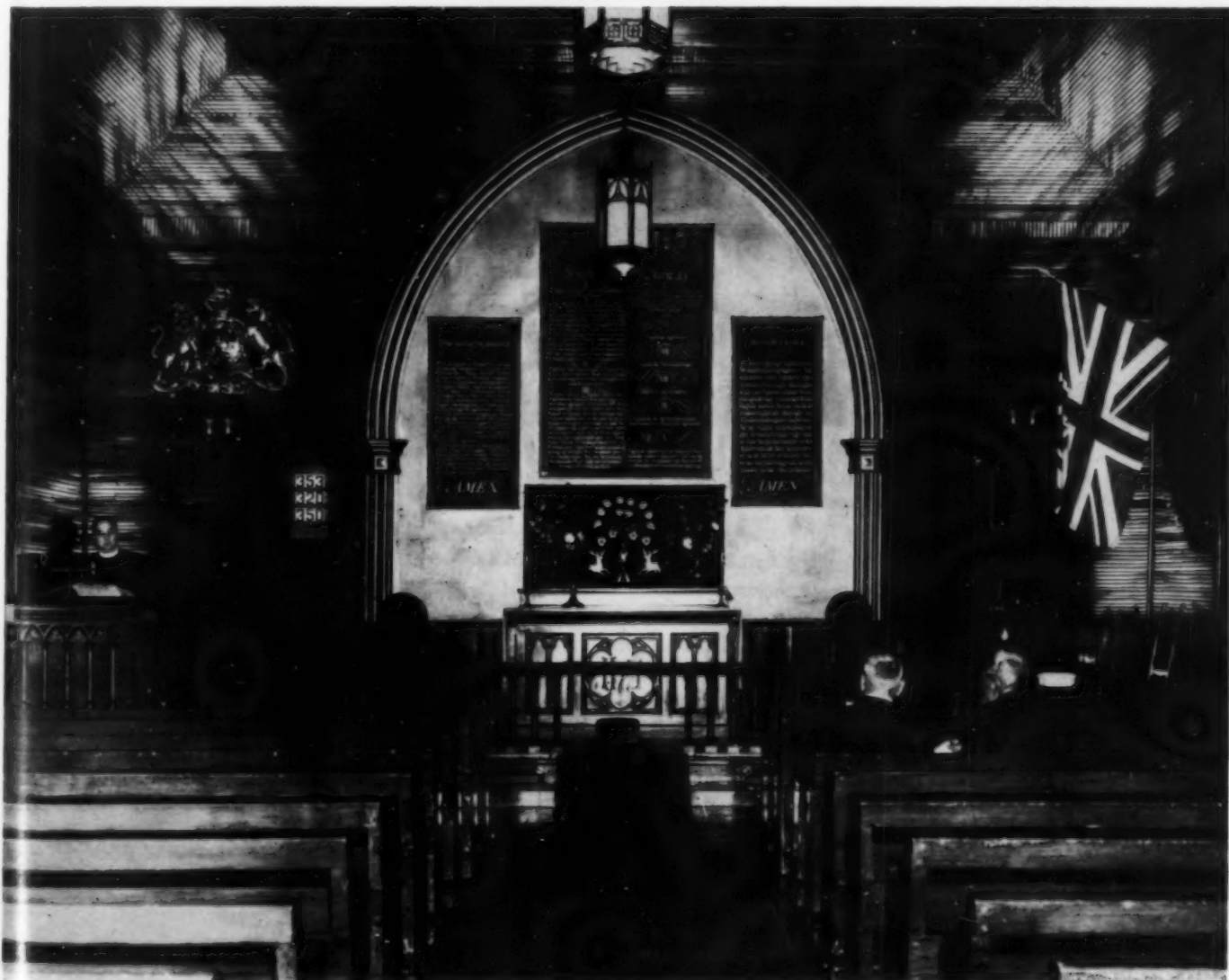
regular preacher in attendance. An English traveller, Lieutenant R. A. Hall, visited the chapel in 1816 and recorded that the service was conducted by "Aaron, a grey-headed Mohawk in a black surplice, who had touched his cheeks and forehead with a few spots of vermillion in honour of Sunday."

Joseph Brant by this time had died and his son, John, was head of the Mohawks and principal chief of the Six Nations. After several fruitless attempts to interest the Church of England bishop at Quebec in the welfare of this remote chapel, John Brant in 1827 turned to the New England Company, the Church of England missionary society formed in 1649, "for the propagation of the Gospel in New England and Parts Adjacent".

For many years thereafter the New England Company found itself solely responsible for the maintenance and preservation of the Mohawk Chapel. It carried out extensive repairs in 1829 and again in 1869, when a brick foundation was constructed under the whole building. In 1873 the original bell, the first to be heard in Upper Canada, was found to be cracked and was about to be disposed of as old metal when a group of Brantford citizens became aroused at the intended destruction of such a venerable antique. They purchased the bell, and issued an appeal for funds to repair and strengthen the church tower so that it could be rehung. Unfortunately, not enough money was raised, and the old bell still stands at ground level, to

*The interior of the Mohawk Chapel with Canon E. J. Zimmerman at the lectern. The Queen Anne Bible is opened before him and behind him on the wall hang the royal arms of King George III. Surmounting the altar are four tablets with the Apostles' Creed, the Ten Commandments and the Lord's Prayer inscribed in the Mohawk language.*

T. I. Silverthorne





The Queen Anne Bible, printed in London in 1701.

Erskine Studio

the left of the main entrance doors of the chapel.

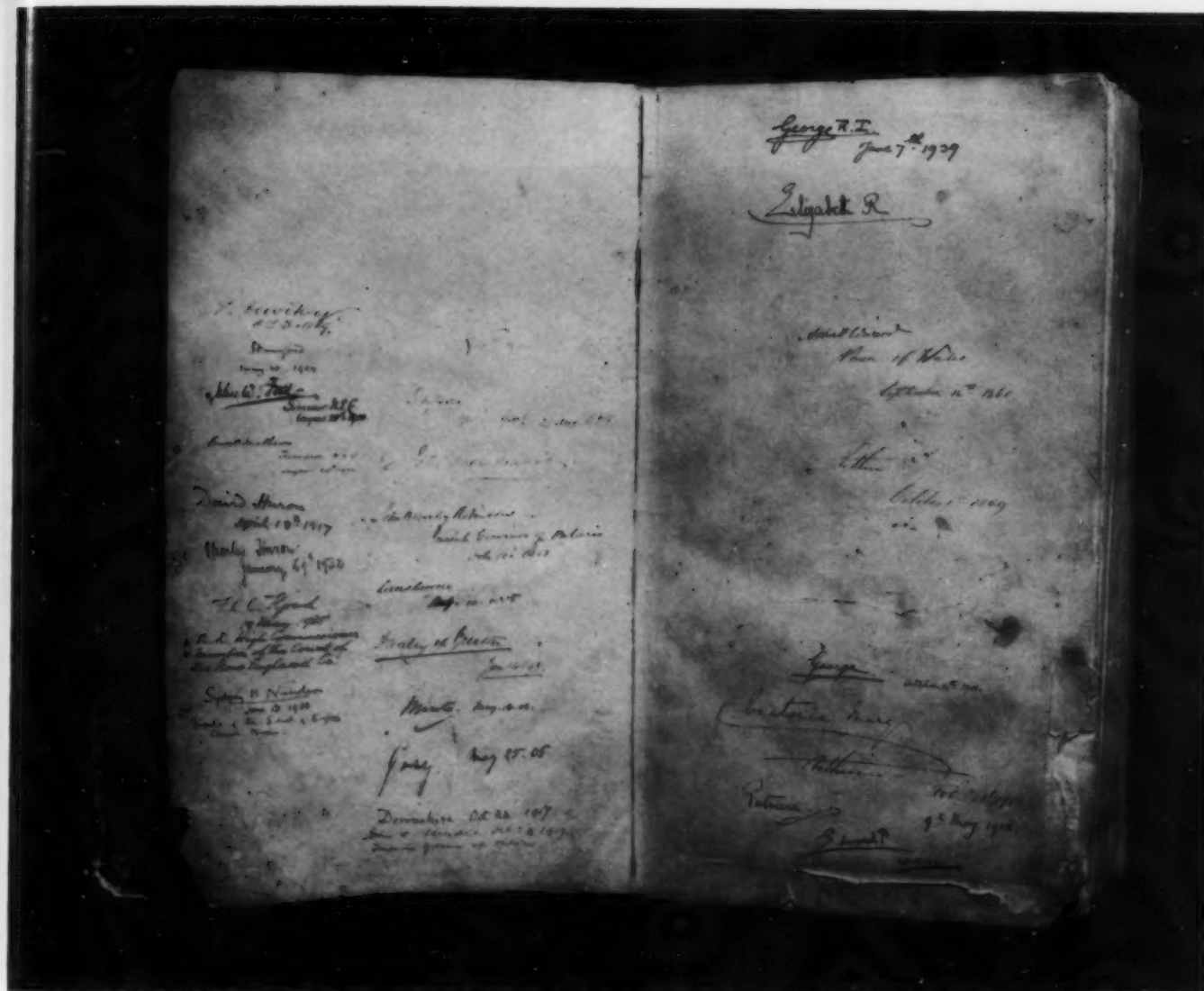
This was the first of many indications of a growing realization of the historic value of the chapel as one of the rare survivals of the eighteenth century in Upper Canada. In 1939 the last major work was done on the old church, including the installation of an adequate heating system, for which a former mayor of Toronto, Thomas Foster, donated \$10,000. In spite of all restoration and repairs, however, some of the original boards may be seen by any visitor who is able to recognize the hand-wrought woodwork.

When the church was built in 1785 it was the centre of a bustling little community called Mohawk Village. Gradually the people of the

village became dispersed throughout the reservation. Other churches were built convenient to their new homes. Today the only regular congregation of the Mohawk Chapel comes from the nearby Mohawk Institute — a boarding school attended by some 250 Iroquois children, many of whom come from Six Nations reservations in other parts of Canada and in the United States. The choir, recruited from among the girls of this institute, is gorgeously costumed in the scarlet vestments worn by choristers in all Chapels Royal, and always draws admiring comments from visitors to Brantford who have made a point of attending a service.

It is a point of particular interest that the Brants, both father and son, lie side by side in the grounds of the chapel that was so close to





Royal and vice-regal signatures are among those on the fly-leaf of the 250-year-old Bible. Erskine Studio

their hearts during their lives. Joseph Brant died in 1807 in his magnificent home, Wellington Park, on the shores of Lake Erie, and was interred at St. Luke's Church in Burlington, Ontario. His son, John, died in 1832 and was buried at the Mohawk Chapel. Eighteen years later, when the people of the Six Nations were considering a memorial to their former leaders, it was decided it would be most seemly if the great Thayendanegea could be brought back to the settlement he had founded and laid beside his son. Permission being granted, a party of braves made a pilgrimage to Burlington and returned, walking all the way, bearing the last remains of their former chieftain upon their shoulders. A great stone slab was placed over the twin graves. Some years later, when it was

found that many visitors were chipping away parts of this stone to carry off as mementoes, an iron railing was placed around the tomb.

A second enclosure contains a simple memorial to E. Pauline Johnson, the Mohawk princess who became the lone poetic voice in English of the North American Indian. Born on the Grand River reservation in 1861, Pauline often attended the Mohawk Chapel as a girl and young woman. And though her genius later carried her far, and although her ashes lie in far off Stanley Park in Vancouver where she died in 1913, her spirit must often linger by the little church on the bank of the pine-sheltered river she loved so well, where her youthful imaginings first learned to soar, and where a plain red stone perpetuates her memory.



*The Atomium, the heart of the exhibition. The nine spheres of this magnificent conception of the atom are devoted to demonstrations of the peaceful uses of atomic energy.*

Gazette Photo Service

# The World's Fair at Brussels

by SYLVIA SEELEY

**W**HEN international agreement decrees that a certain concourse may only be held once in a period of six years, it invests that event with a significance peculiar to itself. It is the small country of Belgium that we must salute for having been the first to break through the post-war lethargy in the matter of universal exhibitions, for nothing has been attempted on the scale of the Brussels exhibition of 1958 since the New York exhibition of 1939, and considering what has happened to the world at large since 1939, comparisons are out of the question. The results of nearly two decades of human effort and knowledge, painfully acquired in war and peace, are here set out as a measure of our material progress since the last exhibition was held. But at this point the Belgian Commissariat General puts a serious question mark and says: "Mankind is uneasy before this material development. Balance must be restored . . . and to do that mankind must wake up to the human realities which exist today. We live in a world where it is not enough simply to draw up a list of what has been done. Man must understand the structure of his epoch and find his right place therein. This exhibition must remind mankind of the rapid acceleration of world evolution." So formidable is the enterprise that nothing of the sort can take place again in any country till 1964 at earliest.

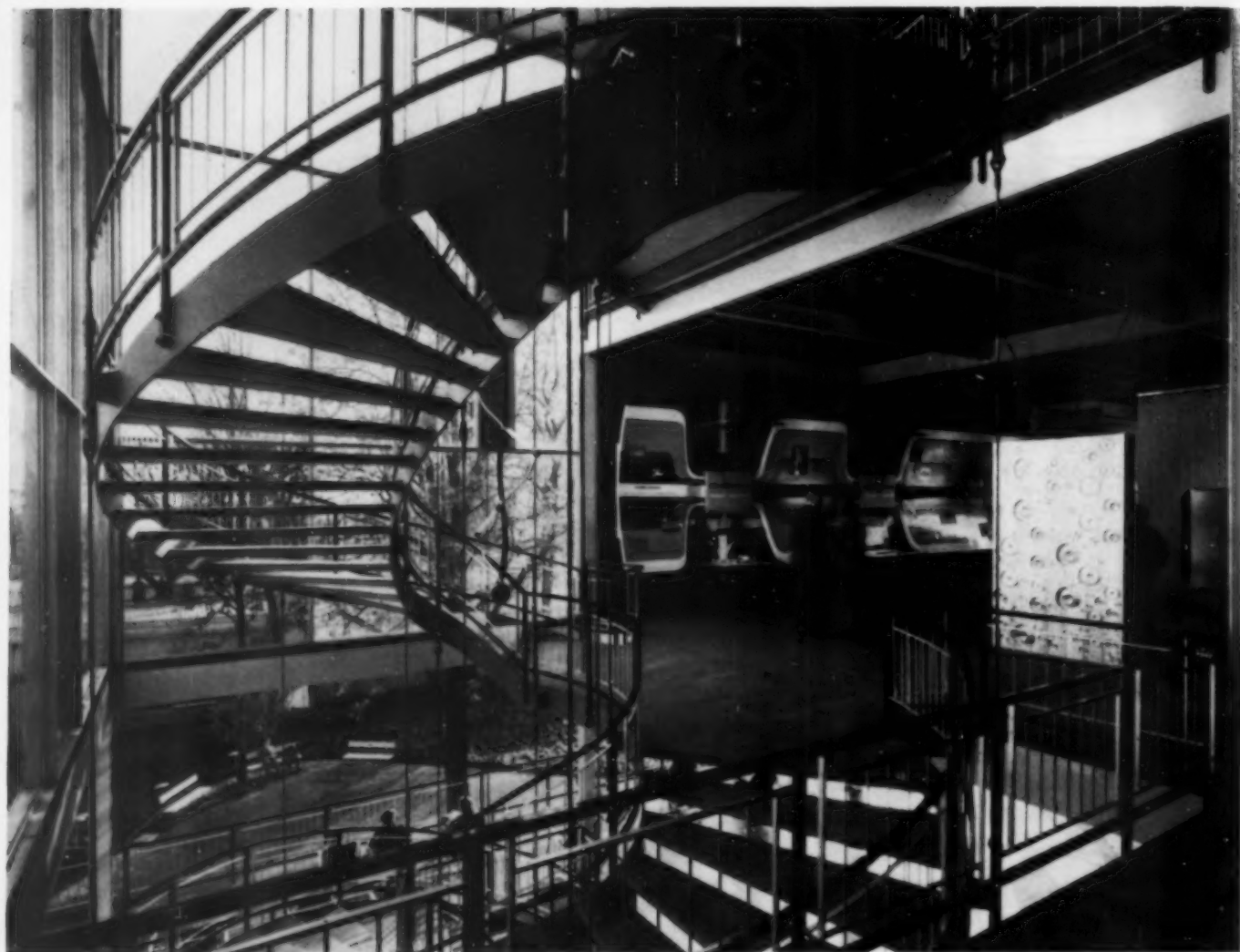
To envisage an exhibition that will attract fifty million visitors in six months implies a soaring imagination on the part of those who put the scheme into being. And those millions came from the four corners of the earth to this 500-acre microcosm of art and science. Forty-six countries and eight international organizations made a broad attempt to show one half of the world how the other half lives and to learn something more of the reactions of human nature to the astonishing advances wrought by human intellect.

The most immediate impressions that a visitor receives on entering the exhibition are those of colour, beauty, noise and straight lines. To these are gradually added a personal sense of amazement, delight and eventually, fatigue. When hunger supervenes, it may be assuaged by the ministrations of almost any nationality you please. Life does not seem long enough, at least, exhibition life, to eat in all the highly individual restaurants that offer you the best of their national fare in their national setting. After many hours of foot-work, with one's sense of wonderment at full stretch the whole time, the chair you sit on seems at first the most grateful part of the meal, but after some unknown *apéritif*, or unheard-of *hors d'oeuvres*, you realise that you have, well, an appetite as well as a pair of aching feet.

At last, pleasantly restored (there are no "quick-lunch" counters in these restaurants) you are ready to set forth once more into this beautiful world of gardens, fountains, pavilions, and "expo-tramways", full of courage to attack the Atomium. If you are very weary, there are delightful little motor *pousse-vélos* for hire, that will seat two, or you can travel by telelift, above the heads of the crowd. This means of transport provides a unique view of the ornamental waters and elaborate flower-beds, specially those adjoining the Royal Palace of Laeken. If you wish, you can also study the hats, coiffures, or bald heads of your fellow-visitors as you skim comfortably above them, and brush right past the Atomium.

This symbolic steel structure, covered in shining aluminium, dominates the exhibition in every sense of the word. It is designed to transpose the ultra-microscopic dimensions of the atomic world to a scale that can be seen and understood by everybody. It represents a crystal of steel enlarged 200 billion times. It towers up to a height of 462 feet and consists of nine steel spheres, each with a diameter of





*This shows the circular staircase, a noteworthy feature which adds so much grace and charm to the design of the Canadian pavilion.*

Graham Warrington

sixty-six feet, joined by a tubular metal framework containing escalators to carry you from one to the other.

The best time to visit it is at night when an elevator shoots you up from the ground to the top sphere in twenty seconds. Here you may wander all around to view endless vistas of twinkling lights, coloured fountains and waterways, glass pavilions dazzling with illuminations both from within and without, and watch the more distant points of light gradually fading into the faraway level countryside. Perhaps some train below, or aeroplane above crosses the vista; but you are seeing a fairy world, such as has not existed till now.

The lower spheres are museum rooms designed to show the peaceful uses of nuclear physics. When you once more descend to *terra firma*, you have a slight feeling that the whole of life has changed somehow, and for

the better. The new world of which you have had a tiny glimpse whispered a faint message of atomic hope. In seeing the Atomium you have learnt something that has immediately become a part of your very self.

Generally, one finds that figures are a convenient yardstick for getting to understand new conceptions, but when the Canadian visitor wanders around this amazing evidence of Belgian energy, and reflects that the area of Belgium is one-three-hundred-and-twenty-seventh part that of Canada, and the population of Belgium is about half that of Canada, something does not seem to make sense, but it certainly makes wonderment. One-fifth of the whole exhibition is occupied by the pavilions of Belgium and the Belgian Congo.

Most people turn with special interest to the pavilion of their own nation, and in this respect, Canadians can be justifiably proud. Something

## THE WORLD'S FAIR AT BRUSSELS

of the magnitude of the task in preparing our own pavilion may be gathered from the fact that, in order to be ready by April 1958, Canada started to dig herself in during October 1954, on a site next that allotted to the Soviet Union. The architects of neighbouring pavilions agreed upon a certain continuity of plan, that should prevent serious incongruities. The rectilinear lines are very much in favour everywhere, as well as the use of glass and cement pre-fabrication wherever possible.

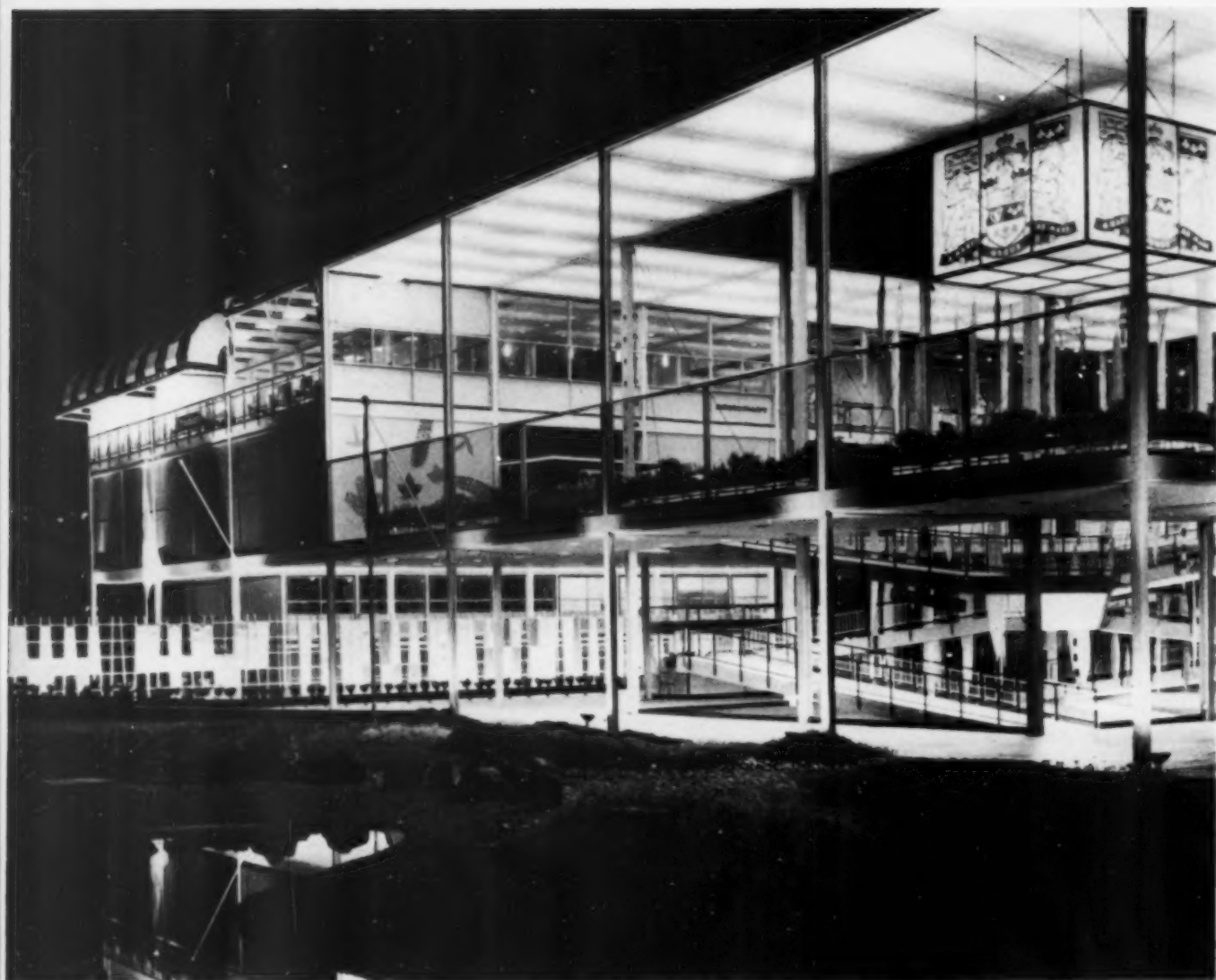
The architect of the Canadian pavilion was Mr. Charles Greenberg of Ottawa, and the entrance to it is decorated by murals, 125 feet long, designed by Monsieur Louis Archambault of Montreal, and the whole is under the direction of Mr. Glen Bannerman of Ottawa. The basic purpose of the pavilion is to show the way the Canadian people live. We did not attempt to rival the heavy propaganda showmanship of our overpowering neighbours next door, nor the super-popularity and glittering

magnificence of the United States with its non-stop circaramas and fashion shows; but in our twenty-three sections we have set forth plainly our multiple industries, natural resources, transport, education, and our participation in the fine arts and literature. On the top floor of our pavilion there is peace and quiet in a library of Canadian books and journals where compatriots and foreigners alike may study what we have to offer in an atmosphere of tranquillity away from the ceaseless loud-speakers, the music, the "expo-tramways," telelifts and general hubbub inseparable from a concourse of that magnitude, though the noise is but one index of the care with which our needs, comforts and safety have been catered to.

On every side one is confronted with the emblem of the "Expo", the asymmetric star, suggesting the dynamism of the whole undertaking. In the centre of the star is the town-hall of Brussels, capital of a traditionally

*This is a typical view of the ornamental gardens viewed from the interior. Scenes to illustrate Canadian life and industry can be enjoyed under the most pleasant conditions.* Graham Warrington





*A striking view of the splendid illumination available in the Canadian pavilion. The gay and airy galleries give a most happy welcome to the visitor.*

June Sauer



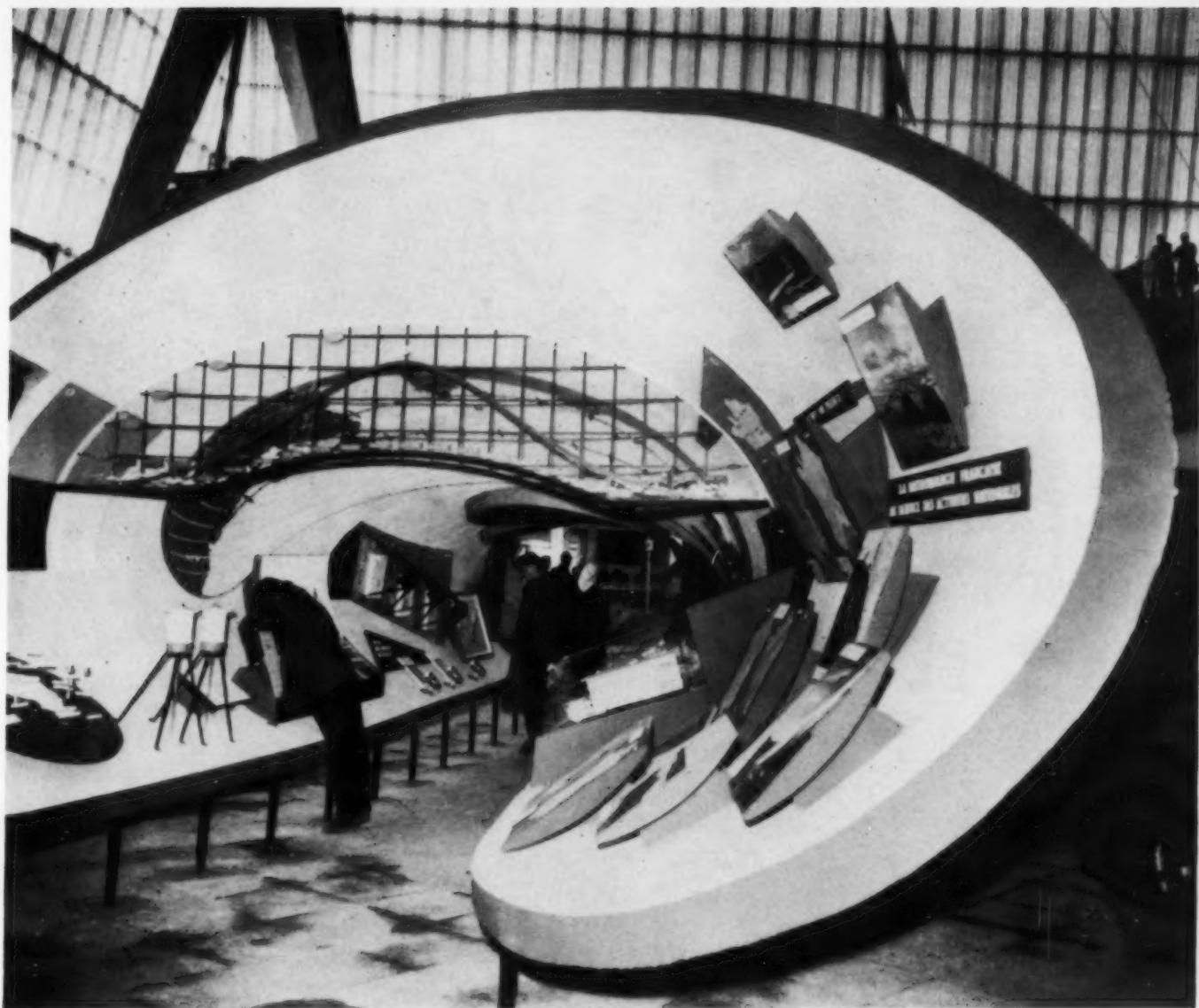
hospitable country. This emblem, which was chosen from many competitors, was designed by Monsieur Lucien de Roeck, professor at the National Academy of Architecture and Decorative Arts. At night, a long procession of these stars, each about twelve feet across, glitter with fluorescent lighting across the aerial bridge which crosses the international sector.

It seems invidious to mention individual

*The visitor's eye becomes adjusted to advanced new forms in sculpture and one learns to appreciate different conceptions in shape and colour from the skilful demonstrations in this assembly of the fine arts.*

Canada Wide





*A study in perspective in the geographical display of the French pavilion at the Brussels World Fair. The figure on the left is not an over-enthusiastic visitor trying to remove an exhibit, but a workman making a last minute adjustment.*

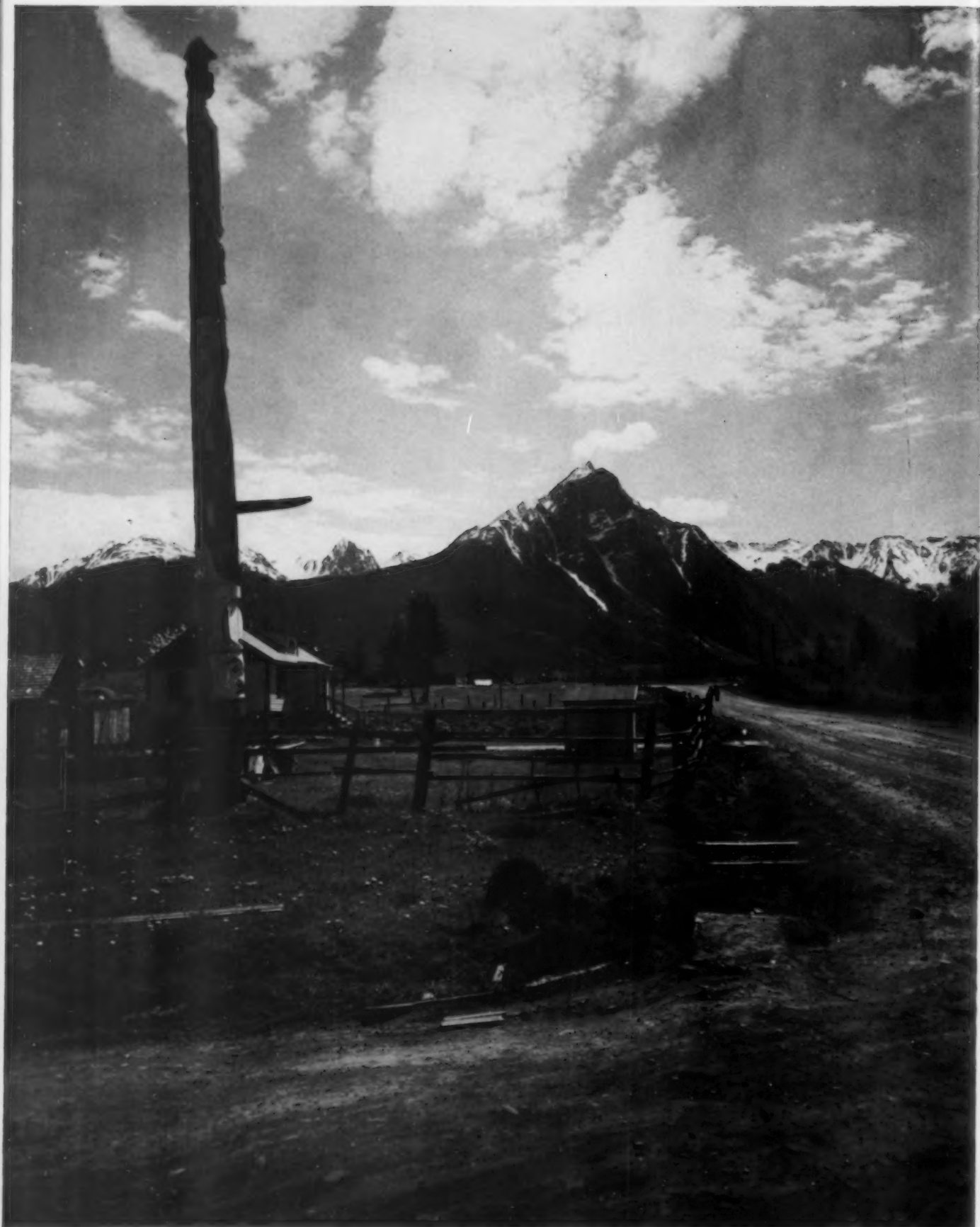
Canada Wide

pavilions, since one cannot mention them all for sheer weight of numbers. Perhaps the most visited is the American; the largest and most pompous is the Russian; the most individualistic is that of Thailand, and so on. Italy is supreme in its antiquities but its very strength is its weakness; for the purpose of the exhibition is to show the life and problems of each country today, not the glories of the past nor the commercialism of the present. Also, the exhibition is not universal in the literal meaning of the word. Some countries, like China and Sweden have taken no part in it; whereas others, mere pin-points on the map, have participated bravely.

So much beauty and delight gathered to-

gether in a space of 500 acres is apt to leave a confused impression unless the visitor has endless time to spend. It is useful to turn to the official documents, and to discover what one has been really looking at.

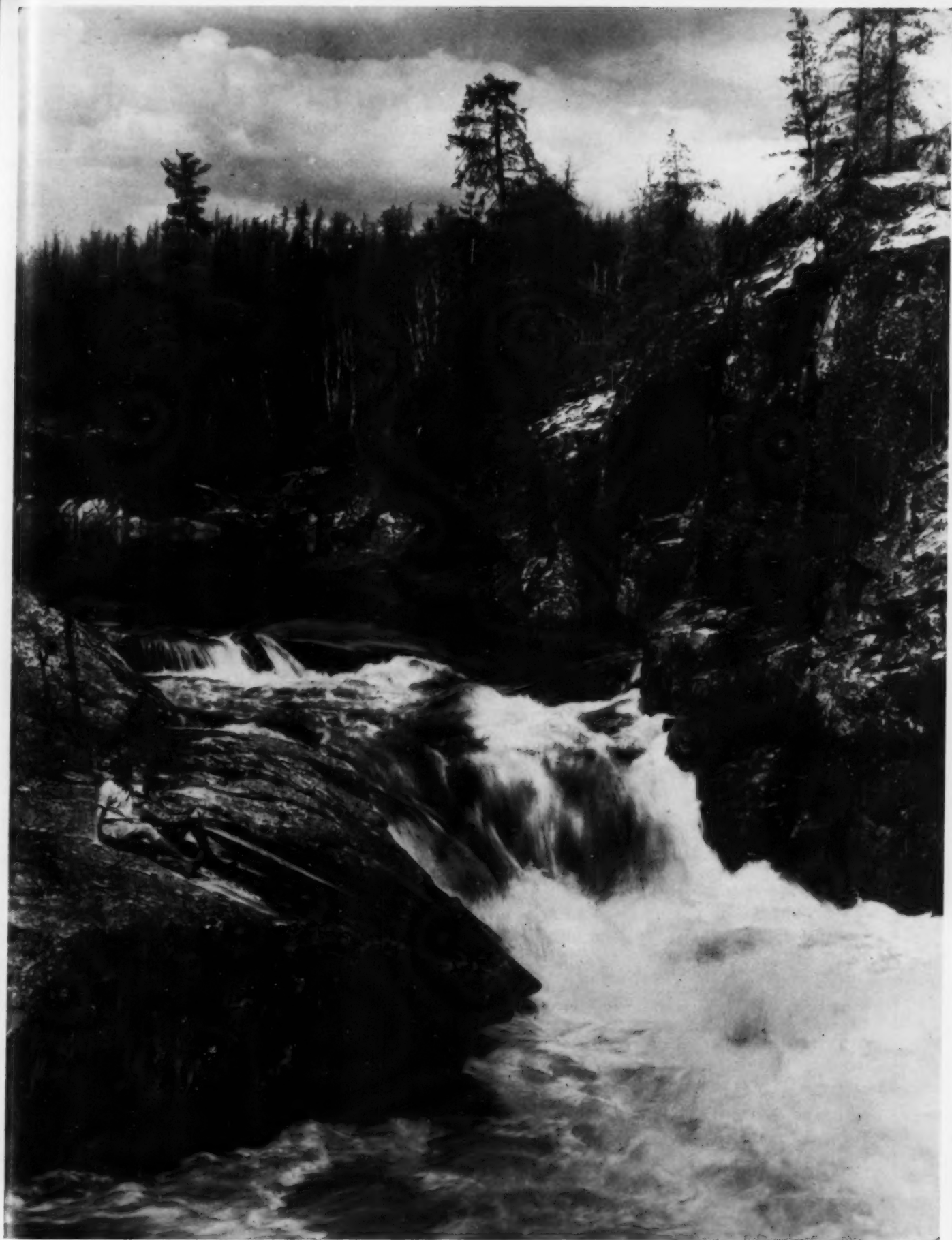
At its opening, the official paper of the Commissariat-General stated: "The 1958 Brussels Universal and International Exhibition will make it possible to compare the multiple activities of the different peoples in the domain of science, technique, art and thought. By inciting nations to reveal their genius and resources, the Exhibition will assist them to realize their duty of co-operation and will give a new impetus to material and spiritual exchanges between mankind."



***Pictures of the  
Provinces — XIV***

*Totem poles and mountains bespeak British Columbia, a province in which contrasts in scenery, climate and vegetation are many. South of the junction of the Bulkley and Skeena Rivers at Hazelton in the Cassiar district the Rocher Déboulé Range may be glimpsed. The totem pole was carved by Tsimshian Indians.*

B. C. Government Travel Bureau

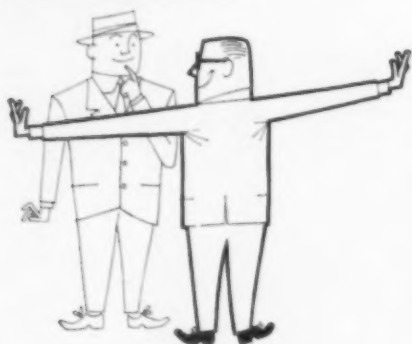


*The Algoma District of Northern Ontario is a region of wild rugged beauty with a strong appeal to artist and photographer. An interesting canoe trip may be made along the Montreal River from Chapleau to Lake Superior. The picturesque waterfall shown here is on this river.*

C.P.R.



## Ready Money FOR BUILDING BUSINESS



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should've  
seen the one  
that got  
away"**

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## THE TRAVEL CORNER



An artist's interpretation of life at the Port Royal Habitation. A replica of the Habitation may be seen today in the Port Royal National Historic Park at Lower Granville, N. S.

National Parks photograph

### Historic Nova Scotia

The bicentenary of representative government, which will be celebrated in the province in October, attracts attention to Nova Scotia for those planning a fall tour. For a rewarding tour of this province a knowledge of the historical background should prove helpful; here we can only sketch some of the salient features.

According to legend, the Norsemen in their voyages to this continent may have landed in the province in the tenth century. But the earliest inhabitants of whom there is record were the Micmac Indians. John Cabot, sailing under the English flag, reached the shores of North America on 24 June 1497 and took possession of the country in the name of King Henry VII. Cabot's precise landfall is unknown, but it is felt by many that he landed on the northerly coast of Cape Breton Island.

Nova Scotia formed part of the territory called Acadia by the early French settlers. Their first successful attempt at colonization in this area

began in 1603 when Henry IV of France issued a patent to the Sieur de Monts granting him the right to colonize the land. The colonizing party, which included Samuel de Champlain, set sail in 1604 and in the following year established themselves at what is now Lower Granville on the northern shore of the Annapolis Basin. Champlain named the basin Port Royal (meaning Royal Harbour) and the settlement was called Port Royal. A few years later the site was abandoned by the French and a new and powerful Port Royal grew up on the opposite shore of the basin at what is now Annapolis Royal. As capital of Acadia, Port Royal became an important issue in the struggle for domination between French and English forces. In 1710 the town fell into British hands for good and Port Royal was renamed Annapolis Royal in honour of the reigning monarch, Queen Anne.

The first British attempt at settlement commenced in 1621 when a Scotsman, Sir William Alexander,

received a grant of Acadia from King James I (James VI of Scotland). In the document of conveyance the name "Nova Scotia"—Latin for "New Scotland"—appeared for the first time.

The history of Nova Scotia is a succession of battles for supremacy between the French and British. The famed Louisbourg fortress on the south-east coast of Cape Breton Island serves as an example. After the Treaty of Utrecht in 1713 whereby Britain gained possession of Nova Scotia, except Cape Breton Island, the French began construction of an immense fortification at Louisbourg. In 1745 the French stronghold was besieged and captured by a combined New England and British force, but was restored to the French three years later by the Treaty of Aix-la-Chapelle. In 1758 Louisbourg was again besieged and taken by the British, who finding themselves unable to maintain it and fearing a French attempt at recapture ordered the demolition of the fortress.

In 1749 Halifax was founded by the Honourable Edward Cornwallis as a military and naval base. This established in the province a firm British colony which hitherto had been lacking, and provided an effective counterbalance to the French fortress at Louisbourg.

The expulsion of the Acadians is an important chapter in the history of Nova Scotia. For some years the British authorities had feared that the Acadians might support French forces which were endeavouring to recapture the colony and several attempts had been made to impose an oath of loyalty to the British crown. In 1755, after the fall of Fort Beauséjour to troops from New England, the British position was greatly strengthened and the Acadians who refused the oath were largely expelled. In all, some 6,000 settlers were deported.

In 1758 Nova Scotia was accorded an elective representative assembly, establishing the first parliamentary government in Canada. The first meeting of the general assembly was held in the Court House at Halifax on 2 October 1758.

\* \* \*

For its size Nova Scotia has probably more historical sites to offer the tourist than any other province. The following is a brief description of some of the sites which might be included in an itinerary:

#### Louisbourg National Historic Park, Cape Breton Island

The Louisbourg National Historic Park is approximately twenty-three miles from Sydney and slightly more

than a mile from the present village of Louisbourg. This is the site of the historic walled city where the casemates and the foundations of some of the principal buildings may still be seen. A museum on the grounds contains a wooden replica of the "impregnable" fortress and relics of Louisbourg's historic past.

#### Halifax

From historic Citadel Hill in central Halifax there is a fine view of the city, harbour and neighbouring Dartmouth. On top of the hill is Fort George, constructed 1828-56 on the site of earlier fortifications. Inside the moat-surrounded fortress are three museums: The Maritime Museum of Canada, the Military Museum, and the Provincial Museum. The Old Town Clock, which stands outside the fort, was erected in 1803.

St. Paul's Church, which dates back to 1750, is the oldest surviving building in the city and the oldest Protestant church in Canada. Other buildings of note are the Old Dutch Church, erected in 1756; St. George's Round Church, 1800; and Province House, 1819. In the heart of the city, bordering Sackville Street, are the Public Gardens; and to the south lies the 200-acre Point Pleasant Park with its Martello Tower, built in 1796, and several historic forts.

#### Windsor

Windsor is situated at the junction of the Avon and St. Croix Rivers and may be reached by Highway 1 from Halifax to Yarmouth. Here are the Haliburton Museum and the Fort Edward Blockhouse. The Haliburton Museum is perhaps better known as "Clifton", the residence of Judge Thomas Chandler Haliburton, author of the *Sam Slick* stories. The house, set amid spacious grounds, was built in 1835. The Fort Edward Blockhouse was built in 1750 by the British to protect the settlement of Piziquid (now Windsor). It was here that Colonel John Winslow made the final arrangements for the expulsion of the Acadians.

#### Grand Pré

Grand Pré is situated on the Minas Basin, about fifteen miles from Windsor via Highway 1. Longfellow made the Acadian village of Grand Pré (meaning "the great meadow") the setting of his poem *Evangeline*, which recounts the story of the banishment and wanderings of the Acadians. In the attractive grounds of the Grand Pré Memorial Park there is a replica of the Acadian Church of St. Charles, a well-known statue of Evangeline and an Acadian well supposedly used by Evangeline's people.

(Continued on page IX)

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## Annapolis Royal

Situated on the southerly shore of the Annapolis Basin, Annapolis Royal may be reached by Highway 1. This is the site of Fort Anne and the Acadian settlement of Port Royal.

In 1635 the French governor, d'Aulnay Charnisay, set up headquarters at Port Royal where he built a fort on the site of the present Fort Anne. As capital of Acadia, Port Royal was subject to many attacks and changed hands many times before it finally fell to a New England force under Colonel Francis Nicholson in 1710 and came under British control for good. At that time the defences were named Fort Anne and Port Royal was renamed Annapolis Royal in honour of the English sovereign. Fort Anne is the outgrowth of two French fortifications built on the same site with later British additions. The Officers' Quarters (now the Museum Building) house many interesting exhibits which are arranged in rooms in a historical sequence. The Port Royal Room covers the period from 1604 to 1710; other rooms are the Queen Anne Room, the Acadian Room, the Pre-Loyalist and Loyalist Room, and the Garrison Room—the last British garrison was withdrawn in 1854. A comprehensive collection of works on the history of Port Royal-Annapolis Royal is contained in the museum library.

## Port Royal National Historic Park

The park is situated on the northern shore of the Annapolis Basin and may be reached by Highway 1A from Bridgetown on Highway 1. In the grounds of the park is a replica of the original *Habitation* built in 1605 by de Monts and Champlain. This marked the first permanent settlement of Europeans in Canada. The *Habitation* comprises a group of buildings set around a courtyard; among the buildings to be visited are the Blacksmith Shop, the Kitchen, the Bake Shop, the Community Room, the Artisans' Quarters, the Artisans' Dormitory, the Chapel and the Governor's House.

\*\*\*

## Bermuda Airline

Bermuda now has an airline of its own—Eagle Airways (Bermuda) Limited. The airline inaugurated its daily Bermuda-New York flight last spring and has since extended its service to link the island colony with the Canadian mainland. Regular flights now operate between Bermuda and Montreal and there is some speculation that Toronto might also be included in the expanding Eagle Airways schedule.



## In Montreal

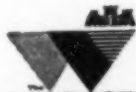
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\* \* \*

### EDITOR'S NOTE-BOOK

B. J. McGuire (*Via the Port of Toronto*) has had extensive experience in editorial and industrial relations work, and has contributed several excellent articles to the Journal on economic and industrial topics. Mr. McGuire, a graduate of the University of Toronto, is a partner in a Montreal public relations company.

\* \* \*

Marcus Van Steen (*Brantford's Royal Chapel*), formerly editor in charge of the Maritimes newsroom of the Canadian Broadcasting Corporation at Halifax, for the past two years

has been a freelance writer. His articles have appeared in various Canadian magazines and newspapers, and he has also contributed to radio and television programs.

\* \* \*

Sylvia Seeley (*The World's Fair at Brussels*) a much-travelled member of our editorial staff and librarian for the Society, attended the World's Fair this summer as observer for the Society. Miss Seeley's varied career has included writing magazine articles, translating from several foreign languages, teaching, public speaking and archaeological research.

\* \* \*

### AMONGST THE NEW BOOKS

#### An Ecological Perspective

by Pierre Dansereau  
(The Ronald Press Company,  
New York. \$7.50)

The author, Dr. Pierre Dansereau, is the Director of the Botanical Institute and Dean of the Faculty of Science at the University of Montreal. He has taught in the University of Montreal, the University of Brazil and the University of Michigan. It is his principal objective to provide senior graduate students with a comprehensive approach to biogeography—a discipline with a scope extending across the fields of plant and animal geography, with many overlaps into genetics, human geography, anthropology and the social sciences. The concept is that of the eminent French geographer, Emm. de Martonne, to whom the author acknowledges his great indebtedness.

Within the covers of a not too voluminous book, Professor Dansereau accepts a challenging task. The "ecological perspective", which stands as a sub-title, embraces the entire field of the sciences of the environment, thus "biogeography" involves the study of the origin, distribution, adaptation and association of plants and animals.

The book is divided into five major sections as follows: (1) History of Biota, (2) Bioclimatology, (3) Synecology, (4) Autecology, (5) Man's Impact on the Landscape.

"The geographical distribution of plants and animals is limited in the first instance by their place and time of origin." Life has been present on this earth for a very long time, during which there have been great geological as well as biological changes. The geological ages are, indeed, char-

(Continued on page XI)



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acterized by the kind of life they produced. The older a group of organisms, the more widespread it may have become, and the greater variation may have occurred: the greater, also, are the chances that most of its forms may have become extinct. The forms which survived will have adapted themselves to new conditions and most probably will have migrated to new areas. Thus most species of living things are found to have specific, geographical habitats, and conversely, specific environments tend to harbour species having similar limits of tolerance.

Climatic forces are probably the most important agents in controlling biotic distribution; the study of this relationship may be termed the science of bioclimatology. Historically, it should be noted that it was observation of vegetation types which gave us our earliest ideas on climatic differentiation. Thus we have synthesized our concepts of selva, savanna, steppe and tundra, to give only a partial list. A change in climate through time, therefore, would certainly bring about a change in vegetation. It follows, then, that, where we can by the study of plant remains prove a change in type of vegetation, we have also proved a change in climate.

Synecology is the study of the reaction between the whole environ-

ment and the complete biotic community. The limits of some environments may be very wide, geographically, while others may include very small areas. But large or small, there will be for each habitat a biological climax which is in harmony with it. If it is disturbed, or wiped out by some catastrophe, then a whole cycle or succession of biotic communities follow one another until a climax is established again.

Autecology is the study of an organism, at the level of the species, or even of the individual, in its relation with its environment. It aims to find out the responses of the organism to stimuli and compulsions in the environment. Some species have very specific requirements while others may be able to tolerate a wide range of conditions. A tolerant species therefore has the power of adaptation.

Man, of course, is part of the biosphere and leaves his impact upon almost all landscapes. In some cases, as with the Eskimos of the Arctic, or with the Jivari people of the Amazon rainforest, the impact has been slight. In other cases man has so thoroughly subdued nature that human geographers are correct in speaking of a "cultural landscape".

The scale of human interference depends on the stage of civilization. Primitive foodgatherers and even hunters and fishers cause only minor

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modifications. Greater control is manifest in the third level of development. Man's domesticated herds crowd out wild grazing animals while the grass cover, itself, is forced into a new equilibrium in which different species become dominant. At the fourth level, agriculture, domestic crop plants replace those of the natural landscape. Industry, the fifth level, creates an actual substitution for natural ecosystems. The damming of streams creates water levels and stream flow regimens which may be entirely out of harmony with rainfall regimens and established biological cycles. Pollution of streams, lakes, and the atmosphere, may be toxic to vegetation and wild life. Urbanization tends toward the ultimate elimination of natural elements and arrangements of the landscape.

Some of man's activities have been much more effective than others in changing the distribution of organisms. Travellers to distant lands have introduced exotic plants deliberately, while accidentally, at the same time, bringing in unwanted parasites and weeds. Some of these become naturalized and may spread over vast areas. Economic activities, such as lumbering cultivation, and grazing, have changed vast areas. Industries such as mining and smelting, or the building of canals, dams and power plants have also left their mark. The naturalist is inclined to ask whether man has been altogether wise in his rearrangements of earth's established patterns.

Professor Dansereau has achieved his principal objective which was to provide a comprehensive outline for senior students. It would require a much bulkier book, however, to contain adequate explanations and discussions on all of the points which it raises. That, of course, is what the professor does in his lectures to the extent of his available time, supplemented by the students' own efforts in the university library. This is a students' book, and meant as a guide for study. It contains a welcome glossary, eighteen pages of definitions of ecological terms. There is a well chosen bibliography of more than three hundred and fifty titles in English, French, German, Spanish and Portuguese. There are, also, complete author and subject indexes, making the contents of the book extremely accessible.

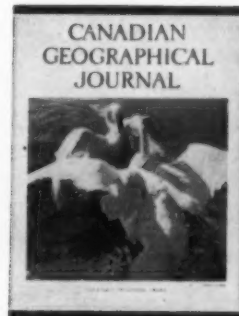
Ecology has in recent decades become a very complex subject in which various schools have proliferated complicated and sometimes slightly misleading terminologies. Students in the future are going to be exceedingly grateful to Professor Dansereau for

(Continued on page XIII)

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D. F. PUTNAM.

*Dr. D. F. Putnam is professor and head of the Department of Geography in the University of Toronto.*

\* \* \*

**The Port of Chicago and  
the St. Lawrence Seaway**

*by Harold M. Mayer*

(University of Toronto Press, Toronto, \$5.00)

Professor Mayer sets out in this book to show the effects of the St. Lawrence Seaway on the Port of Chicago. He states in the preface that there was a need for "an objective, comprehensive, and impartial view of the present status and problems of development of the Port of Chicago and its relation to other waterway improvements, as well as its relationship to the Chicago metropolitan area as a whole." Professor Mayer presents the picture as it existed early in 1957 and he admits that many of the details are already out of date. However, in a rapidly changing situation such is always the case. The broad picture remains valid although the tints and hues may change.

The author writes from long experience with the Chicago area and as a one-time member of the Chicago Regional Port District Board. His book is a well-documented study of all the major factors that affect the development of Chicago as a port. A convincing case is made for the future of the port and for the improvements which must be made in the physical facilities available if the port is to ensure its future. The subject is thoroughly discussed and should be of immense value to authorities responsible for the development of Chicago and to economic geographers as a case study in applied economic geography.

The book is published as a research paper of the Department of Geography, University of Chicago. It is well illustrated with maps, graphs and pictures. A weak point in the book is a writing style that is difficult to read. The book would have benefited greatly from a stricter editing. A sound argument is often weakened by the use of ponderous sentences.

GORDON D. TAYLOR

*Mr. Gordon Taylor is a geographer at the Provincial Parks Branch of the British Columbia Department of Recreation and Conservation.*

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## Arctic Birds of Canada

by L. L. Snyder

(University of Toronto Press,  
Toronto. \$4.75)

Today, with various scientific and defence projects opening up the Arctic, more and more people each year are visiting this fascinating region. Where, as little as a decade ago, there were only a few scattered Eskimo villages and lonely outposts, now the barrens are spotted with various research and military bases. Of the new visitors to the north, few fail to take a keen interest in their new surroundings. Indeed, many newcomers to the Arctic must be surprised to find frail birds inhabiting the seemingly barren terrain. In response to the growing interest in the Arctic, L. L. Snyder, Curator of Ornithology at the Royal Ontario Museum, has compiled this book to serve as a guide to the birds of Canada's Arctic.

While this book is essentially a guide to identification, it constitutes a worthy contribution to ornithology, in that the author has scanned the literature and has compiled the first comprehensive treatment of this vast region.

Most "guide" books are so brief that they impart little in the way of real knowledge. This book, however, deals in considerable detail with every species of bird that regularly inhabits the Canadian Arctic. For the novice, "field markings" are stressed with plumage descriptions that cover all significant stages from the downy young to adults. The text also includes data on nests, eggs and habitat preferences and for each species there are distribution maps.

Under the sub-section "remarks" the author covers a miscellany of data, giving special attention to subspecies. The appendix lists all species of birds which have been known to wander into the Canadian Arctic, but are not considered to be regular denizens of the region.

To assist further identification, each species is illustrated in remarkable detail by T. M. Shortt, one of North America's most outstanding illustrators of wildlife. While these drawings are done entirely in pen and ink, they show every detail of the bird's plumage to perfection. In some cases, even the worn feather edgings of the summer plumage are depicted exactly as would be encountered in the Arctic barrens. The artist has also skilfully added picturesque backgrounds to each illustration which add further to the charm and veracity of the book.

JOHN A. CROSBY.

Mr. John A. Crosby is the Artist-Naturalist of the Natural History Branch of the National Museum of Canada, Ottawa.

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